

The National News

Falcon

The Monthly Magazine Of The Falcon Club of America



July 2012

Celsey Duritsa
Grand Junction, Colorado

1961 Falcon Sedan

The National News

Falcon

July 2012

COVER: CELSEY DURITSA

Thomas Duritsa sent this photo of his daughter Celsey's pride and joy, a 1961 six cylinder Falcon. She had some adventures on the road on the way to her summer job in her Falcon and FCA Member and Columbia River Chapter President helped out in a big way. And the Duritsas aren't even FCA members—yet! The FCA helping hand is alive and well—and much appreciated.

Do you think your Falcon should be on the cover? Send a high resolution (300 dpi at 8 x 10 inches) digital file and some info about the Falcon and you!

The 33rd Annual Falcon Nationals are just weeks away and the finishing touches are being applied to all the events and activities. The Bluegrass, Hoosier and Ohio Valley Chapters of the FCA have spent a year planning the Tri-State Nationals with the intention of making this a most memorable event!

The show date is just weeks away and the time to register by mail is short so keep this in mind. In order to register by mail your entry must be postmarked no later than July 2nd. Can't get it in the mail by then? Don't worry, we will still be happy to register you upon your arrival at the show! See you there!

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Allan Shade—"A Gift from God"

—Ed. Note: This account was sent to Ray Johnson, Pacific Regional Director, who forwarded it to me as an example of how helpful our FCA members are—even if the recipient is not (yet) a Falcon Club of America member!

My daughter drives a stock 1961 170 c. u. Falcon sedan. It is pink and white and she will never part with. We restored it for her several years ago to be a daily driver to go back and forth to high school and now that she is in college, she has it with her out in northern California

This past Sunday she was driving from California to her summer job in Northern Washington. Just past Portland in Vancouver Washington, she blew a cylinder and the engine seized. We got her towed to a garage and safe in a hotel that night, which left her 1200 miles from home, 400 miles from her apartment, and 250 miles from her job.

On Monday I started driving out so we could get her to her job, but since 1200 miles takes a while to cover I put her to work on the Falcon Club website where you have the links to the parts guys. She was looking for rebuilt/replacement engines to get her back on the street. In the hope of finding help in the area, she tracked down your Columbia River chapter president Allan Shade.

Allan turned out to be—without a doubt—a gift from God. On Tuesday when I got there, Allen took us out to his home and into his shop where he had a 170 block complete with crank, pistons, and head that he swears had been sitting around his shop for 15 years.

Without hesitation he offered the block to Celsey in the hopes that we could swap out the block using the bolt-ons from the seized engine. He even loaded the block in his truck and delivered it to the garage doing all the work while I shuttled my daughter up to her job.

Allen has even offered to put the car on a trailer and drive it up half way to make getting her baby back easier. I tried several time to pay him for the block, for his time, for the fuel he used running around helping us out but he would have none of it. To top it all off when we popped the pan off at the garage the shop owner swears someone had done a nice rebuilding job on the block in the past as it looked brand new inside. It will be a week or so before we know if Allen's gift puts her back on the street so in the mean time Celsey and I are keeping our fingers crossed.

The reason I am sending this to you is that in the event the Falcon Club recognizes the outstanding contributions, efforts, and character of some of its finer members I would ask that you put Allen's name at the top of the list. Just being there and being willing to help saved my daughter in a sense and without a doubt the selfless contribution of the engine block saved another Falcon from the bone yard.

—Thomas & Celsey Duritsa
Grand Junction, Colorado





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RED BARN SPECTACULAR at Gilmore Museum

Frequent Contributor Bill Honor of Fort Wayne, Indiana sent this coverage of Falcons at the Gilmore Museum.

The Gilmore Museum in Hickory Corners, Michigan holds their Red Barn Spectacular once a year. The name is perfect, because the large fields are surrounded by five large barns of museum cars. It makes for a spectacular setting for a car show. For the price of admission, you can also tour their Museum of Classics which includes a 1948 Tucker.

Here are some Falcons in a recent showing at the Gilmore.



FALCON CLUB OF AMERICA OFFICERS

PRESIDENT

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780-7513
321-383-1955
crbeason@cfl.rr.com

VICE PRESIDENT

Cliff McKay
3234 N. Mascot St.
Wichita, KS 67204
316-838-7487
hiflyer@cox.net

RECORDING SECRETARY

Bill Poole
13701 Harbour Bluff Court
Midlothian, Virginia 23112
804-739-1615
billandkaren@mindspring.com

TREASURER

Pamela Dinzebach
6575 Bradley Ave.
St. Louis, MO 63139
314-645-7082
pdinz@swbell.net

NATIONAL FALCON NEWS EDITOR

Wendelyn Crosby
16318 Riggs Rd.
Stilwell, KS 66085
fca.editor@yahoo.com

CLUB STORE MANAGERS

Mary Biehl
Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
228-466-4349
Falconclub@aol.com

CORRESPONDING SECRETARY

Denise Sword
521 Dogwood Meadows Ln.
Austin, AR 72007
fca.membership@yahoo.com
Please use email or snail mail.

INTERNET DIRECTOR

Wally Till
461 Grandiflora Dr.
McDonough, GA 30253
678-565-0111
FCA@Falconclub.com
wally.till@charter.net

ASSISTANT INTERNET DIRECTOR

Jeff Thomas
102 Overlook Dr.
McDonough, GA 30252
678-967-4780
1bad6t@bellsouth.net

CHAPTER COORDINATOR

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
maryfca@baldwinpines.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

BOARD OF DIRECTORS

Jim Clements (5)
4015 Warrensburg Rd.
Delaware, OH 43015
740-363-4350
jclements003@columbus.rr.com

Richard Bowes (4)
245 S. Main St.
Coventry, RI 02816
401-823-1059
falconsprint@aol.com

Michael S. Garrett (3)
19732 Selby Ave.
Poolesville, MD 20837
301-916-3323
msgarrett35@msn.com

Dave Wagner (2)
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
65sprint@baldwinpines.com

Bill Knabe (1)
1214 S. Irvington Ave.,
Indianapolis, IN 46203
317-357-5397
wknabe63@att.net

AUDITORS

Dennis Lebo
Donald Snyder
Barry Fischer

REGIONAL DIRECTORS**North Eastern Region**

Ray Chevalier
73 Francis Rd.,
Glocester, RI 02857
401-934-2105
raysfalcon@cox.net

South Eastern Region

Ken Earnhardt
6275 Miami Church Rd.
Concord, NC 28025
704-786-2722
@vnet.net

North Central Region

Jack Ellis
17860 168th. St.
Bonner Springs, KS 66012
913-724-2553
jandcellis@sbcglobal.net

South Central Region

Dale Daugherty
7004 Outer Loop
Louisville, KY 40228
502-290-8716
drdwolfe2@insightbb.com

South Western Region

Russell Welty
120 Meadow View Dr.
Wimberley, TX 78676
409-498-3596
russell.welty@yahoo.com

Mountain Region

Ron Brown
4147 WCR 31
Ft. Lupton CO 80621
303-857-9360
colofalcons@gmail.com

Pacific Region

Ray Johnson
2407 Horseshoe Dr.
Santa Rosa CA 95405
707-546-8082
57ray@pacbell.net

WEB SITE

falconclub.com

CLASSIFIED ADVERTISING

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastnn pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com Ads must be received by the first of the month for the following month's issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NEW!

Please Note! If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above.

EDITOR EMAIL: fca.editor@yahoo.com

FALCONS FOR SALE

Kellogg's Garage Cars For Sale: 1965 Futura 4 door wagon, SOLD. 1965 Ranchero, 302, 3 speed, \$2995. 1965 Comet 404 4 door, 289, auto, power steering, \$2495. 1965 Falcon 2 door sedan, 200, 3 speed, \$3995. 1965 Falcon 2 door sedan, 302, 3 speed, \$1995. 1963 Falcon 4 door, 170, 3 speed, air conditioning, \$1995. 1962 Sedan Delivery, 200, 3 speed, \$2495. 1961 Falcon 4 door wagon, 170, 4 speed overdrive, \$3495. Detailed pictures on request. Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO

1965 Ford Falcon Sedan Delivery, \$4000. 1965 Ford Falcon Futura HT, \$1200. 1965 Ford Falcon Futura H/T, \$600. 1968 Ford Falcon 2 door sedan, \$500. 1965 Ford Falcon 2 door H/T, \$700. 1960 COMET 2 door V8, \$800. 1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.



1969 Futura Sport Coupe. Serial #9K22F100013. #13 Falcon made at Kansas City. According to Kevin Marti Report, shows this to be one of 8 built like this one. It has 302 V-8, auto, hardened valve seats, PS, PB, radio, factory A/C, bucket seats, vinyl top, 3:00 locking rear axle. This car was built as an Introductory Show Car. Color is Indian Fire with black Vinyl top and interior. All original except carpet. This car is a Texas rust-free car with only 63,000 miles. Car has had one repaint. Asking \$14,500. Ezra Wingfield, Benton, 501-249-4488. AR.

1966 Falcon Ranchero. 200 6 cylinder engine, three speed manual transmission. Red, split bench seats. DFaily driver

or restore! Also have another Ranchero for parts. \$21500 for both. Stan Mitchell, 864-980-6031 after 7 PM EST.

1966 four door Falcon Futura sedan; 6 cyl. 200; P/S; A/C; A/T. 80,000 actual miles. White over turquoise. Good tires; good driving car. Asking \$4,500. I can send pictures. Contact clhuffer@twinvalley.net in Glasco, KS.



1966 Falcon Futura. Gold with gold upholstered interior. Rust free. 6 cylinder 200 engine, automatic transmission. Factory a/c. 126,000 original miles. Same owner for 40 yrs. Stored indoors for past 10 yrs. Perfect condition, drive anywhere. \$9,500.00 OBO. John, 954-467-8371, marlene@prosjer.com. Ft. Lauderdale, FL.



1965 Ford Falcon Futura four door, six cylinder 200 engine, automatic transmission. 82,000 miles (approx), original. Have dealer paperwork from when purchased. I am only the second owner, my uncle's father purchased the car in 1965. Needs floorboards, interior work, body work and paint, ball joints and shocks. Has good frame. Engine runs great, transmission and rear end in very good condition. \$1000. Lots of new parts on car. Can be seen at 3125 Apt. D, Normandy Wood Dr., Ellicott City, MD 21043. Or call Ed Tucker at 410-465-5732.

1965 Falcon Futura Convertible Resto-Mod, new condition. Complete docu-

mentation of build, including pictures, receipts, technical specifications, etc. Please see detail specifications and pictures at the FalconParts.com web site (click on view Falcons for sale). \$29,500, Renee and Gary Darsey. E-mail 65cobra@cableone.net. MS.

1965 Ranchero Deluxe V8 302, C4, \$5,000 OBO. Ed Simoncelli, 717-582-2001, cell 717-991-7774. PA.



1964 Futura Conv. 250 c.u. 6-cyl engine w/header. 3 speed automatic. Recently restored w/slight modifications. See in Louisville this summer or purchase now and show it yourself. Beautiful car; \$10,000 obo. Dayton, OH. Duane Bennett, 513- 897-9604 or 937-430-1632.



1964 Falcon Hardtop, 1988 302 carbureted with mild build. Built C-4 automatic, Granada disc brakes, Built 8-inch rear-end, Many performance parts, weekend cruiser that saw the occasional drag strip. Burgundy, black and gray interior with bucket seats. \$8000 OBO. Serious inquires only please, call 757-646-6552 ask for Mike or email m.chambers70@live.com. VA.

1964 Falcon Window Van. Rolling chassis set up for 302 V-8 and AOD transmission. Rebuilt Ford 9 inch rear end installed. Minor rust in front of rear wheel wells. Some small dents. Underside sandblasted and clean. Interior package and outside chrome package included. Many spare parts as well. Asking \$3500. OBO. Lloyd Marshment 519-542-3684 or gear_head@cogeco.ca Ontario, Canada.

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PRESIDENT'S MESSAGE: CHUCK BEASON



Please join me in welcoming our newest Chapter, the Third Coast Chapter to the Falcon Club of America. The Third Coast Chapter will cover an area west and northwest of Houston, Texas. Please give Todd Gaudin and the Third Coast Chapter your support. We look forward to joining them at future Falcon events.

Carolyn and I are making our last minute preparations for our annual trip to the Falcon Club of America National Convention. We're both excited about the trip and getting to see our many Falcon Friends. I hope everyone has made their plans by this time and are ready for the trip.

Our Club Store Managers, Bonnie and Mary will debut new designs and new colors in the Club Store this year. Thanks to the Membership for supporting the Club Store with your purchases. Stop by this year to visit the Club Store and say thanks to Bonnie and Mary. Thanks to everyone for their ideas on new merchandise for the store each year.

We look forward to seeing everyone in Louisville at the 33rd National Convention of the Falcon Club of America. The "Host Chapters" have a great weekend planned for us in the Bluegrass State. We hope to see you there.

-Chuck & Carolyn

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You Can Do It! Seat Repair & Upholstery

When you want to have a fine show car reupholstering your seats is a must. Nothing makes a car showier than having a new interior. Redoing the seats can be expensive when done by an upholstery shop. Doing it yourself can seem be a monstrous project but it's actually easier than you may think. I generally consult at least three references before starting a project because not all of them explain things in terms that I understand. Hopefully this step by step article will help you to do a great job.

Tools Needed

- Ford Falcon Shop Manual
- Punch for Bucket Seat Pin removal
- Side Cut Pliers
- Burlap; optional as required
- Contact Cement
- Hammer for Bucket Seat Pin removal
- Hog Ring Pliers
- Needle Nose Pliers for removal of cut hog rings
- High Density Foam; optional as required
- Brush or roller for contact cement

1. Consult your car's shop manual. I used the 1960–1962 Ford Falcon Shop Manual with the 1963 Supplement for directions on how to remove the seats from the car and disassemble the seats. These instructions were shown in Group 12 of the manual. There are also some dandy illustrations to help guide you.
2. Remove the seat covers from top and bottom seat cushions. I cut the hog rings with a side cutter so I don't rip up the old covering. Don't cut the listing wires. The manual instructs you to remove the listing wires from the covers. The listing wires are heavy gauge wires that you run through loops of upholstery that pulls the seat cover down against the padding that you hog ring to the seat



frame. I don't do that until I have inspected the condition of the seat cushion, springs, frame and have determined that no repair is needed. If repair is needed then leave those listing wires in the old cover so you know how they should look in the new cover. Also—this is very important—if you are married be sure to either hide the old seat covers or instruct your spouse that you are planning on selling those old covers for big bucks or they will surely throw them out with the trash. After you have removed the listing wires and successfully installed them in the new covers you can throw them away—see instruction #7.

3. If you have to repair seat springs there are three ways to do it: Get a parts seat, take individual springs out of the middle of it (hardly anyone sits in the middle of a bench seat) and replace the broken ones in your seat. Or buy spring wire and fabricate your own springs. This is

actually easy if you can get or make the bending tool. You might be lucky if there was a spring manufacturer in town who will loan you the tools to bend it. Third: buy generic pre-bent spring stock. This is what sofa manufacturers use and is a poor solution because it is nowhere close to the shape and spring rate of your stock springs but better than broken springs. You might have to do a little trial and error to keep the sags out of the seat.

- If the springs are not broken but just worn out, you can try to link them to their neighbors with strong wire every other loop or so, but I haven't found that to work well, you still will sink to the bottom of the frame.
- I would definitely swap springs from the middle of the seat of the driver's side to the passenger side, regardless; the driver's side will ALWAYS be more worn for obvious reasons.

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CLASSIFIED ADS

—Continued from page 7

1964 Ford Falcon Sprint, hard top, black on black. Purchased from California in 1987. Garaged in Massachusetts since. I am not an expert on grading condition but it has won a few trophies. Exterior is very good, interior also very good but seats need repair (original, but torn). \$13,500. Pics avail. Email laurastevens@kw.com or call 413-519-1172. MA.

1964 Falcon wagon, four door. Interior original and in very good condition. Exterior is in very good condition but color is not original and not very attractive. \$3000. Also 1964 Falcon Sprint parts car, rough and another cut up in attic of garage. Both for \$2500. Call 413-519-1172 or email laurastevens@kw.com. MA.

1963 Futura two door HT Original 260 C.I.D. V-8, Automatic. Original white paint, body is solid in excellent condition. Excellent glass and red interior. Runs good, 98821 miles. Asking \$10,000. Also 1963 Falcon two door sedan. Original 144 C.I.D. runs good. Three speed standard transmission, body is fair, white, good glass and red/white interior, 109,413 miles. Asking \$3500. Both cars garage kept. Rocky Comito, 502-955-9673 or rcomito@windstream.net. Louisville, KY.



1963 Falcon Convertible. New everything. Full restoration completed in January. 2011. Rebuilt and modified 302 ci engine, headers, custom exhaust, rebuilt T10 3 speed trans. Reinforced differential with 3:55 gears. Very Quick and Reliable Car. Red with a black custom interior and a black top. \$15,500 Firm. Pat Wilson 973-579-7205 or info@fordfalconstuff.com. NJ.

1963½ Falcon Sprint Convertible. Total restoration. 260 V-8 with Hurst 4 speed. Red with red interior. White top. Always stored indoors with car cover. Excellent condition. Sprint Tach, am Radio. Everything works. Asking \$17,500 OBO. Can email photos. Mike Hall, 740-606-1901, or mike@spectrum-analytic.com. OH.



1962 Falcon four door sedan. 75,000 original miles. Editor's daily driver for 12 years. Red with white top, grey interior vinyl/cloth. New engine and transmission in 2007. 170 CID automatic. Interior seats nice, floor mats. Headliner needs replacing. Glass and body very good and straight. Trunk mats. A solid running and driving car, reliable for daily use. \$4000. Contact Wendy by email at fca.editor@yahoo.com. KS.



1962 Falcon Station Wagon. Deluxe package. Original rust free Arizona car. White/Chestnut brown. Six cylinder later model, with automatic transmission, air conditioning. Has been stored indoors and well maintained. Drive anywhere. \$10,900. John Prosje, 954-467-8371, marlene@prosje.com. FL.

1962 Falcon Futura, white, blue interior. Inline 6-144 cid. Good glass, trim, and chrome. New plugs, carburetor, vacuum advance, distributor cap/rotor, and fuel pump. Runs good. Some rust rear passenger quarter. Includes fender skirts, original sales catalog, and maintenance manual. \$4900 OBO. Holly Casillas, 309-496-2761 or nursehollice@hotmail.com. IL.



1962 Falcon two door Sedan, 170 CID, 6-cylinder, 2-speed-auto, 22K original miles, a near-mint condition classic! Straight chassis, solid body, light green color. Excellent interior, glass, and trim, historic tag, garage kept, \$8,000; e-mail Paul Falconfan62@verizon.net for more information. Olney, MD 20832.



1962 Ford Falcon Ranchero. Health challenges stopped restoration. 5.0 w/ throttle body FI, AOD transmission w/new floor shifter. Hooker Super Comps Headers w/exhaust gas analyzer bung installed and second bung in the box. New Summit 909189 mufflers, two each. New radiator w/outlet moved to left side and new radiator hoses and thermostat. Ford big block sparkplug wires w/rocker arm rails. Chrome rocker arm covers and oil pan w/new pump and pickup. Please forward this to anyone you think might have an interest. \$3,950. or best offer. Call Ken for details: 317-387-9470 or fanclan@sbcglobal.net. Indianapolis.



1962 Falcon two door wagon. Original 144 CID engine runs well. Three speed standard transmission. New brakes including master cylinder. New exhaust. Fuel system overhauled in November 2010. Excellent interior. Original paint. Minor rust on hood and quarter pan-

els. Driven regularly and kept garaged. \$7,500. Can e-mail photos. Stephen Duford 503-932-1575 or duford6@q.com. OR.



1962 Falcon four door sedan. Original 170 CID engine runs well. Three speed standard transmission. Body is excellent. No rust. Good interior. One tear in driver's seat. Carpet on driver's side worn. Can be driven daily. White exterior. Red and white interior. Kept garaged. \$6,000. Can e-mail photos. duford6@q.com. Stephen Duford 503-932-1575. OR.



1962 Falcon Ranchero, 6 cylinder standard transmission. New brake cylinders and hoses. Runs like a clock, good exhaust system. Body and bed interior perfect. No rust ever. Original spoke hubcaps. Black original bucket seats and console. Always in dry storage. Need to sell, \$8900. Offers considered. I am 83 years old and cannot care for it anymore. Clyde King, 618-349-8821, nights 618-349-8812. IL.

1960 Ford Falcon two door sedan. 144 Cid w/ 2 speed Fordomatic trans. Raven Black with silver/tweed interior. 89,000 miles. 2002 restoration. Very nice car. Needs to be driven. Best offer. Email or call, bbock123@consolidated.net or 724-265-2765. Robert Bock, Pittsburgh, PA.

FALCONS WANTED

1964 or 1965 four door sedan in restorable condition. Frame must be solid. Prefer a car located in the midwest. Jeff Schadle, 319-472-5395.

Wanted: 1962 or 1963 Falcon Futura 2 door with Bucket seats. Also interested in 1964 or 1965 2 door or 1964 or 1965 Ranchero. Must be automatic, decent condition, will pay accordingly. Pictures and details to Tom, PO Box 1424, Malvern, AR 72104 or soft_touch_99@yahoo.com.

PARTS FOR SALE

SMOKE SALE. The fire has gone out, the excitement is over. Will be in Louisville with all parts and very, very, cheap prices. Call ahead for your needs and I will hold it if I have it. Dale Holland, 615-289 4748 or thefalconman1@comcast.net. TN.

—Continued on page 14

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AUSTRALIAN RACING FALCONS



—FCA Member Rodney Woolnough (FCA #13295) of Tasmania, Australia sent this series of Australian racing Falcon photos.

James H. Dottling, Ltd. **FALCON CONNECTION** 1960-1965

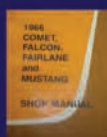


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LITTLE RED RIDING GOOD 1967 FORD FALCON SPORTS COUPE



By Bill Honor

This very nice looking 1967 Ford Falcon Sports Coupe was purchased last spring from a gentleman in Kentucky. We decided to have the car transported from Kentucky even though we only live in Fort Wayne, Indiana which is not very far. The car needed a little work when we purchased it. What was a nice surprise the car is a T paint code so it is a real red car with factory bucket seats and the interior is black vinyl. The seats were in great shape when the vehicle arrived. Like most Falcons the dash pad was in horrible shape, but we were able to obtain a nice hard plastic dash pad cover for the car which looks great. When we received the car the clear coat on the car had a definite problem—it was quite marred by lots of orange peel.

My son and I decided to do a heck of a lot of sanding on the car and fixed what few rust spots—luckily none rusted through—there were and got the car down to Rick at our local Maaco paint shop for a great color match paint job. It always surprises me what a great paint job you can

get there for a reasonable price. The transmission was another problem; it would not shift gears very well. After careful inspection, my son found that the transmission rubber lines underneath were collapsing during driving and making it not shift. Well, for less than five dollars the transmission was fixed and I was having fun driving it around town.

A really nice added bonus was that the car's brakes were first rate and the tires were brand new with lots of tread on them. Considering the price of tires today, it truly was a bonus. Something I like about the car is the optional turn signal markers on the fender tops. Now I just have to get them working.

We don't trailer our cars; we enjoy all our Falcons and drive them, for that is what they were intended for in the first place. I find the more you let a car sit still, the more

—Continued on page 16

CLASSIFIED ADS

—Continued from page 11

1963 Falcon parts: four 13" 4-lug chrome reverse wheels, \$225. Hood, \$175. Hood, \$125. Heidt's 2" drop spindles, \$125. Stock V8 radiator with passenger side outlet, \$100. 4 speed shifter & linkage from top loader, \$50. 2 tail light lens (without back-up lights), \$25. All parts plus shipping. Prefer local pick up. John, flcnznst@gmail.com or 859-492-6542. KY.

Parting Out: 1963 Futura hardtop: factory 170/ Dagenham four speed. Runs and drives; rusted out frame and floors. 1963 Futura 4 dr, rusty: V8, automatic (best shifting 2 speed I have driven) air conditioning and power steering; runs and drives well. 1962 Futura tudor: early V8, headers, complete T-10 four speed, bucket seats and console. No title, all or part. We have a 30 year+ collection of Falcon parts; what else do you need? Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964. CO.

Steering parts for converting 1960-1964 manual steering to 1965 steering gear. See article from October 2008 Falcon News, page 4. Parts are new, painted semi-gloss black, never put on car. Center drag link, after 6-10-64, V8, MS, \$150. Two inner tie rods, MS, V8, LH/ RH with adjusting sleeves and clamps, \$65. Idler arm and bracket, 1965-66, \$65. Pitman arm for 1" sdetector gear box, 1965-67, \$65. Sell all together only. Gene Heid, 419-562-4594. OH.

1960 Falcon grille NOS, \$375. Jerry Nichols 913-526-6343 or nick65bsa@yahoo.com. Kansas City.

1963-144 C.I. motor from a 40,000 mile unrestored original Futura with Fordomatic transmission. Motor and tranny ran perfect when removed three months ago. I drove the car 2000 miles this last summer including the Mid-America meet in Overland Park, KS in September. \$475. Also have a 1968 200 C.I. engine

\$125.00 and extra parts. David Julian, 417-881-4043 or dkjulian@sbcglobal.net.

Four Futura hubcaps, very nice, \$40. 6 cyl auto radiator, like new, \$100. 2 bbl. intake manifold very good, \$75. Two bbl carb. \$50, both off a 289 engine. Left and right exhaust manifolds, \$75, off same engine. Dean Abbott, 260-9 82-2328 or 260-578 -2328. IN.

NOS parts: CODZ-3A130-A outer tie rod, \$35. CODZ-3352-B steering arm and bushing, \$75. CODR-7A039-B trans. ext. assy, \$30. CODF-11654-C headlamp switch, \$45. CODF-7A217-A trans. control switch and wire assy, \$15. CODZ-7210-B shift selector lever, \$55. Many

more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Refurbished OEM Deluxe armrests for Falcons, Fairlanes, Comets, etc. Armrests - in limited quantities - include the stainless trim insert. Armrests can be dyed - recommended - before shipping to match your color requirements. Both front and rear pairs available. Note: Refurbished OEM ash trays for rear armrests available soon (price TBD). These armrests are OEM 1960's armrests and are better than driver/less than concourse, but pretty darn nice. Photos of refurbished armrests available. \$75 per pair; One pair of new Dearborn Classics black Deluxe front armrests, including the stainless trim

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insert. \$90 per pair; Original 1963 Futura gas cap. Driver plus quality, \$40. Shipper and shipping cost determined by buyer. Contact: Steve Brown, 541-440-2697 or at theobrowns@charter.net. OR.

1964 Falcon Parts 260 cubic inch engine with Fordomatic transmission, running combo \$450. Four 13 inch wheels and tires, used little \$150. Right front fender \$50, front bumper, straight, needs chrome, \$50. Neal Speer 802-868-4277 or nealspeerconstruction@yahoo.com. VT.

Falcon Parts For Sale: Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357 636-228-4501 or dbranson@mail.win.org.

PARTS WANTED

WANTED – Complete Power Steering Unit for a 1963 Ford Falcon Conv., 170 Engine, Automatic. Call Natalie Gomez, 610-365-7689 or e-mail natgomez@briangomez.com. PA.

Want to buy: pair of bucket seats out of a 1964 Ford Falcon Futura complete with rails. Call Gene at 515-986-3092 or gjpastour@msn.com. IA.

Looking for an overdrive unit for a Fordomatic 2 speed automatic transmission. The unit was manufactured by the E.J.B Company of San Gabriel California in 1961. It was called "Honamatic" by the manufacturer and it bolted on to the rear end of the transmission. This company also made units for the full-sized Fords and T-Birds. Please call Joe Tatti in Ontario Canada at 905-335-2834 after 6:00 pm EST.

WANTED: 1963 Ford Falcon fiberglass front and rear bumpers. Louis Santanello, 413-250-7806 or griff015@netzero.net. MA.

1964-73 MUSTANG	<i>Online Ordering Now Available!</i> melvinsclassicfordparts.com  <i>Send For Your Free Catalog! Mention this ad!</i> 1521 Dogwood Drive Conyers, Georgia Phone: 770-761-6800 Fax: 770-761-5777
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Wanted: Decent console with lid etc. for 1964/65 Falcon or Comet, happy to pay the price. For another car I also need a set of bucket seats for 1962-65 Falcon or Comet hardtop, suitable to re-trim. Steering wheel for 1963 Sprint in decent condition and tachometer for a 1963 Sprint. Although not strictly Falcon, but certainly related, for 1968/69 Ranchero I need: Nice clean rust free and dent free tailgate plus some misc. body mouldings and emblems, I can email a list. Shipping would be to Oakland, CA 94621, although I reside in Australia. Phil Hart, realcars@bigpond.com. Australia.

1963 Falcon Delux two door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Wanted: Bucket seats for a 1963 convertible. I have been told 1963-65 convertible or 1962 sedan seats are the same as the

1963 convertible—is that true? Also need a console from a 1960-63. Lyle Hansen, 715-877-2374 or carlyleh@live.com. WI.

Wanted-1964 Sprint convertible top parts. Need header piece, all chrome trim around windshield, plus rear chrome boot snap trim. call Mark Killion at 816-898-1846 or markandmarilyn@embarq-mail.com. KS.

INFORMATION WANTED

I am trying to determine the first 1963 Sprint Hardtop produced at the Atlanta plant. If you have one with a build date before 15 Feb 1963, please contact me. Thanks. Dale Holland, 2957, thefalconman1@comcast.net or 615-289 4748, TN.

—Continued on page 17

LITTLE RED RIDING GOOD 1967 Ford Falcon Sports Coupe

—Continued from page 13

problems it eventually has—kind of like us older folks. Falcons are our daily drivers.

When the car arrived we decided to put on an extra XR Australian Falcon grill we had hanging in our garage and a set of XR Falcon taillights. I feel the extra heavy chrome compared to the American brushed aluminum gives it a pretty look. We replaced the front bumper with a new one we found at a car flea market from Bumper Boys. The gas cap is a nice chrome one from an XW XV Australian Falcon. I also put on my favorite style Falcon wheel covers. These are just a few of our personal preferences. Let's not forget the best up grade of all—the installation of a FM radio and that great sound of a working eight track player with a great selection 8 track tapes. Now that's living in the fast lane all right.

The car is a straight six 200 engine with an automatic transmission.

—Submitted by Bill Honor
FCA # 6393
Ft. Wayne, Indiana



—More photos on back cover

CLASSIFIED ADS

—Continued from page 7

MISCELLANEOUS WANTED

Wanted: Sponsors! Be a sponsor of one of the most successful racing Falcons running today. You can be a part of the team, Mighty Falcon Racing, by supporting the team through a sponsorship. Keith Davidson is the current champion and record holder at the Pikes Peak International Hill Climb in his 1963 Sprint. Go to mightyfalconracing.com for more info.

MISCELLANEOUS FOR SALE

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129 or jessersclassickeys.com.

FOR SALE: Miscellaneous back issues of The National Falcon News. May or may not have specific issues. \$3. each. Contact Denise Sword, Corresponding Secretary at fca.membership@yahoo.com.

Falcon Sprint 1/18 scale die cast model of Keith Davidson's 1963 Falcon race car, the "Mighty." Faithfully reproduced and available immediately. \$89.99. All proceeds go toward racing and winning at the Pikes Peak Hill Climb again this year. mightyfalconracing.com to buy the model and for more sponsorship information.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

The Ford Falcon Six Cylinder Performance Handbook web site has a new URL. <http://www.falcon6handbook.com>. Order your copy there. The Handbook has 107 pages on how to get more power out of your Falcon six. There are engine specifications and modifications; staged performance upgrades; and lots of "How To" information. Dennis Schjeldahl. ID.

BOOK: THE FORD FALCON 1960-1963, second edition, by Phil Cottrill (FCA# 1102). Superb account of the development and production of the early Falcon. 8½ X 11 in., 152 pp., 121 photos, softbound. Check or PayPal for \$25.00, free shipping to the 50 states. Phil Cottrill, P.O. Box 4, Mineral Wells, WV 26150. pcott@frontier.com. WV.



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You Can Do It! Seat Repair & Upholstery

—continued from page 17

- I have found that upholsterers as a rule are ill-equipped to solve spring issues. They will use the replacement spring method if you're lucky or just use the wire-tie method with a strong backing between the springs and seat foam. I'm sure there are some hi-end guys who can and will build springs, but I haven't met them. That expertise disappeared with the arrival of modern seats made of pure foam. So do the spring repair yourself.
- 4. Check the seat frame for fractures. Add new metal and weld as needed to strengthen. Sandblast and repaint with gloss black paint to make look like new. I would sandblast the frame rather than have it dipped because in my mind the blasting strengthened the metal by case hardening the surface whereas the dipping may weaken it by etching away some of that surface metal.
- 5. Reinstall the padding. On the older cars there is burlap between the bottom zigzag springs and padding whether it be foam or cotton. This burlap has parallel thin wires

spaced approximately an inch apart that run through it. The wires stop the burlap from stretching out and getting baggy and loose between the bigger zigzag springs. This helps support the stuffing and makes for a longer lasting, better quality job. Its there also to prevent the foam from cutting into or rubbing against the zigzag springs of the seat as you bounce up and down while driving and scooting in and out the seat. If you don't refurbish the burlap you will constantly have to vacuum small bits of foam and burlap out of the carpet under the part of the seat that this burlap has deteriorated. What I usually do is use contact cement to glue the old burlap with the wires in on top of a new piece of burlap, then either hog ring or glue to the sides the same as was originally done. You do not need to tie the springs side to side. If the burlap and thin wires are really rotten then I've heard that some restorers use rubber coated mesh material that is used for doing needle-

—continued on page 20

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10:00 AM to 3:00 PM (Gates open at 8:00 AM) at Contra Costa County Fairgrounds, 1201 West 10th Street, Antioch, CA
Sponsor: Nor-Cal Ford Club Council. Exhibitor Fees, \$30.00 in advance, \$35.00 at the gate. Info: www.funfordsunday.com or PO Box 54, River Pines, Ca. 95675-0054. Phone: 888-548-2402. This is an interclub event open to all Ford, Lincoln, and Mercury powered vehicles. This year will commemorate the 1967 Mustang GT-500, 80 years of the Flat Head V-8, the 1967 Mercury Cougar GT500 and the 1957 Retractable/Skyliner. It is expected that about 400 cars will be shown. Benefits various charities.

CAROLINAS CHAPTER REGIONAL MEET DATE CHANGED TO OCTOBER 5-6, 2012.

More information coming soon.

Not receiving your Falcon News? Contact Denise Sword, Corresponding Secretary.
NEW! Please contact Denise by email or snail mail (see page 5). Thank you for your cooperation.

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You Can Do It! Seat Repair & Upholstery

—continued from page 18

work (like needlepoint or cross-stitch). I'm sure you could also buy inexpensive burlap at a fabric or craft store. You could then use the padding of your choice.

- On bucket seats if the foam is in good shape you can reuse it. Is there cotton padding on top of the foam? If so, and it's OK I would just add another layer of cotton or thin poly fiber, usually called "Dacron." One common mistake is that people add TOO MUCH new padding and the seat cover will not fit properly, gets torn or ripped. If there isn't any cotton you could consider adding a thin amount as it gives a more rounded softer appearance. You can also add or replace the cotton or Dacron padding to bench or rear seats. Just try not to go too much thicker than what was originally there. I sometimes use padding from seats taken from the salvage yard, the same seats you got your replacement springs from. Once you have installed the seat fabric the padding will squash down. Go for the feel you want.
 - If you need to replace the foam buns on bucket seats make sure they fit the frame exactly. Some buns are being used for multiple applications. If they look wrong they probably are wrong and you will not be able to get a stock cover to fit properly. There's not too much shape to the buckets buns, I think they only have about a 1 inch thick center piece of foam and then the sides are built up, if you still have your old original foam, you can use it for a base and add one inch "HR" (high resiliency) HD (high density) foam to it. The HD foam is that stuff that has different colored bits of foam glued together. It's the glue that gives it the HD.
 - If your foam is smashed down, a trick to give you the right shape is to use a steamer against the foam. It should slowly puff up to it's original or close to shape. Upholsters and drapery shops usually have steamers.
 - I did a lot of catalog shopping on interiors for my 1963 Futura and ended up purchasing a complete kit from Northwest Classic Falcons, Inc in Portland, Oregon. I saw some of their product in a car at one of the local shows and the price was right at that time. I was more than impressed with the quality after installing it. The difference in appearance in the door panels was slight. The plastic chrome strip that separates the mylar section on the top was slightly narrower than original, same style and look as the original. I've also heard that Dearborn Classics has a good product. Their upholstery set and door panels were made by a company called Distinctive Industries in California. I know that their interiors are approved by the Mustang Club of America, for what that's worth. I believe that they make a lot of upholstery sets for different vendors all over the country and possibly also for Northwest Falcon. Go to shows and ask owners where they got their seat covers and then shop for price.
6. Before installing the seat covers I like to cover the padding with a thin plastic cover under the seat cover before you install it, dry cleaning bags work well. It acts sort of as a dry lubricant and helps the cover stretch and slide over the corners much easier and stops the padding from bunching up and moving out of place when the cover is being pulled into place.
 7. Transfer your listing wires from the old seat covers to your new ones. I usually clean off the rust and give the wires a coat of paint to deter further rusting. Throw away the old seat covers before your spouse finds them and inquires about how much you paid for the new ones. This is the time you test the seat for the feel and appearance you want. Add or subtract padding or foam before permanently installing the hog rings. Consult your Ford Falcon Shop Manual for specifics for how to fasten hog rings on your make and model of seat. If you have achieved the feel and appearance you want, then secure it to the front and rear of the frame first with a minimum amount of hog rings. Check for appearance, then pull in and hog ring the sides last. Make sure that none of the hog rings are visible to the outside of the seat unless they will be covered by some shields!
 8. Now you are done. Nothing to it but a little time and self satisfaction of saying "I did it!" And if you are still a little skeptical about starting this project after reading this article, you can always fall back on taking your seats to a qualified upholsterer after you are done and having them fixed professionally. Just tell them that the klutz you bought the car from did the job. You will still have the gratification that you have some experience in seat repair and upholstery and can expound on your experience when talking to fellow club members.

—Bill Lind, Editor

Reprinted from The Desert Falcon Flyer
Newsletter of the Arizona Chapter FCA

AUSTRALIAN RACING FALCONS



—FCA Member Rodney Woolnough (FCA #13295) of Tasmania, Australia sent this series of Australian racing Falcon photos.

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1963-65

Ford Falcon Futura Sprint

The Falcon Sprint was the spark, so to speak, that started the pony-car explosion. It was the precursor of the Mustang and, as such, sowed the seeds of its own demise.

By the time Ford's segment-leading compact Falcon was in its third model year, it had become apparent that the market was hungering for something beyond efficient utility. Falcons didn't have the technical razzle-dazzle of Corvairs (or the concomitant reliability and safety problems) or the cutting-edge styling of Valiants. Conventional in terms of looks and engineering, the Falcon was very much a scaled-down full-size Ford. The Corvair had experienced something of a resurgence thanks to a sporty new image centered on the bucket-seat-equipped Monza. Ford responded with the Futura, its own bucket-seat Falcon.

Apart from Studebaker's Lark, compacts of the era were equipped with six-cylinder engines. Ford broke from the pack by installing a 260-cubic-inch V-8 in Futura hardtops and convertibles, creating the Sprint.

The first Sprints were introduced halfway through the model year, a tactic that would be repeated when the Mustang was introduced as a 1964½.

The 1963 Sprints are, arguably, the neatest looking, as the enhanced power package was added to the original rounded Falcon body, the hardtop echoing the slanted look of the Galaxie 500 XL. The Falcon line was restyled for '64 with only the roofline held over from the previous year. Gone was the zaftig body, and in its stead was an angular creation, pleasant but somewhat generic.

Eager to prove the faster Falcon's mettle in racing, Ford entered Sprints in competition, including the Monte Carlo Rally. In 1963, a Falcon Sprint prepped by Holman and Moody won first in class and six stages, which emboldened Ford to redouble efforts in 1964, when a Falcon Sprint took an overall second at Monte Carlo. The next year, even with the addition of a more powerful 289 V-8 that bumped stock horsepower up from 164 to 200, the Sprint, supplanted by the Mustang, was no longer a contender.

Sprints have a lot to offer today's collector, including true Monte Carlo Rally bragging rights coupled with a "just right" size (overall length is fifteen feet), weight (less than 3000 pounds), and horsepower. Older Mustangs are fairly commonplace, but the original pony car's stalking horse offers virtually identical mechanicals in a more unique package and at down-to-earth prices.

—Bob Morris

READ MORE: *Falcon: The New-Size Ford*, by Ray Miller, Evergreen Press, \$50, 320 pages; *Fords of the Sixties*, by Michael Parris, California Bill's Automotive Handbooks, \$25, 192 pages.

CLUBS: Falcon Club of America, P.O. Box 113, Jacksonville, Arkansas 72078 (501-982-9721; www.falconclub.com); Ford Falcon Registry, 690 West Oak Lane, Francis, Utah 84036 (www.falconregistry.com).

SPARES: Northwest Classic Falcons, 1715 N.W. Pettygrove Street, Portland, Oregon 97209 (503-241-9454; www.nwffalcon.com); Falcon Enterprises, 3429 E. Street, no. 19, North Highlands, California 95660 (916-339-2818; www.falconparts.com).

FCA REGULARLY SCHEDULED CHAPTER MEETINGS

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
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2nd Sat. except June,
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460 E. Auto Center Dr.,
Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. Every 3 months
4:30 PM at Shoney's at
Fern Valley Rd.
(502) 290-8716

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat.- monthly, 4 PM
(512) 670-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Holday Inn Express
Hotel, 2491 Wonder
Dr., (Exit 60: I-85)
Kannapolis, N.C.
(704) 736-1920

Central California Falcons

Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
(661) 587-8539

Columbia River Chapter Vancouver, WA

1st Thurs. - monthly,
7:30 PM, March -
November.
Benny's Rod & Custom
Pizza Café
4219 NE St. Johns Rd. ,
Vancouver , WA
(360) 225-7403

Early Falcon Car Club of Victoria, Inc.

Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat.—monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat—Odd Months
(408) 293-5848

Greater Ozarks Chapter Springfield, MO

2nd Sun—Even months
Panera Bread, North
Kansas Expressway,
Springfield MO. 2 PM.
417-761-2677

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 418-8301

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Holiday Inn Southgate,
17201 Northline Road,
Southgate, MI
(313) 382-2993

Mid America Chapter Kansas City

2nd Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter New England

3rd Sat.—monthly
northeastfalconchapter.
com
(401) 823-1059

Northland Chapter Minneapolis, MN

2nd Sun.—odd months
(651) 458-1707
northland-falcons.com

Rainier Chapter Seattle, WA

3rd Wed.—monthly
except Dec., Feb. Varied.
RainierFalcons.com
(206) 290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM, Round Table
Pizza
1566 Howe Ave
Sacramento, Ca.
(209) 957-0974

So-Cal Falcons Pasadena, CA

2nd Saturday, bi-monthly
(805) 583-4403

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 820-4808

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons Richmond, VA

2nd Sun.—even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat.—even months
(316) 838-7487

Wild West Falcons Chapter

Western Colorado

Meetings Quarterly
Call for dates & locations
Ted (970) 314-2498

LITTLE RED RIDING GOOD 1967 Ford Falcon Sports Coupe

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FCA PHOTO CONTEST

Use these photos of Frequent Contributor Bill Honor to inspire you to pick out one (or more!) locations to photograph your Falcon in for the monthly photo contest. Set your digital camera on High or Fine (300 dpi at 8 x 10 inches) and include a few paragraphs about the Falcon and how you came to own it.